EVEN!
MORAGA ROADSTERS

CREEK LIMITING IN SECTION 4 WEST SIDE?
Multi-use path on east side not west N. to Donald (crossing)
High cost to maintain trees (c) Pro 1
Objection to green median-cost Green!
Get rid of buffer to widen bike lane?
Bike lane removes ability to park on street for commons events
Lots of driveways where cars will need to cross on multi-use path

A: Short term, realistic, solves needs
Priorities: MULTI USE PATH
→ maybe trim down other areas to accommodate

Prefer dedicated right turn lane at center/median/moraga
time frame?

efficient + safe traffic

smooth traffic flow
"ODD" Group 1+3

- Student drop-off on west side
- Only good for LF. ReS$^2$
  (Concept 1, Segment 1)

What has changed?
- Buffer bike lane SB
- Narrow lanes
- Bike lane NB

Class III

- What are enhanced crosswalks
  Strip

- Lucas - drivers won't stop unless you have to stop.
- We need more than just paint:
  - Flashing beacon
  - Ped push button.

- Changing the roadway pavement area for A?
  No, working w/o paved roadway
Concept B+C - Campo Segment.

Would you be acquiring properties?
No, w/in the ROW.

Narrowing lane widths to 11’?
Will that work w/ 3 SUV.

Landscaping could hide kids for jump into traffic.

Why have both multi-use path + bike lanes?
- Appeal to all ages + abilities
- We also need bike lanes for road cyclists

SB bike lane is it needed us shared w/traffic.

Bike lanes would be make Moraga Rd a better community.

Recommend remove medians. Nice to have trees but we have them in the hill. Planted medians hard to upkeep.

Where possible take trail away from road, take it down to Laguna Creek.

There are places opp near the trail along creek.

Focus on:
- bike lane + multi-use path
- not decorative median = but this is a traffic calming tool
La Fayette is a little visually cluttered but we like the vastness + simplicity of Moraga Rd.

- 8 street trees - watch out for truck - spec columnar
- Like the idea of median - brings back the 2 lane county rd instead the freeway look now.
- lower the speed limit 35 to 25. or enforce it.
- Fire station - people take U turns in driveway
- Rheem Center Segment proposed xwalk would be a key requirement.

Would SB lane reduction interrupt traffic

- Safer for left turn move
- grandfather taper from 2 to 1 thru intersection better than NB lane reduction for capacity
- SB drivers do take left turns.
- how about "Do not enter early"

Concept of restriction drive access at gas station confusing much + minor driveway. Consolidate more predictable

Via Moraga - could it have an internal in/out circulatory
- proposed median help one left turns

Very concerned about losing a traffic - emotional + rational concern.
+ Narrowing road in Bay Area. Have seen it work but w/ minimizing driveways + crosswalks, keep traffic flowing.
+ Did we consider future growth in traffic now?
  Yes

+ Segment 3
  Concerns w/ widen sidewalk on east side?
  Impacts to trees?
  This segment of roadway has fatalities. Priority is safety.
  Want to walk + cross street safely.

+ Would like safe xwalk between Corliss + Draeger.
+ Would prefer concept C for segment 3.
+ Do road cyclists need bike lanes as much as a multi-use trail. Sacrifice a bike lane on east side.
+ SB driver likes the lane reduction. More clear than present situation w/ weaving 2 SB travel lanes.
+ Parking - losing a problem? Nico - a not for me. I park in garage.
+ Hacienda - work force parking - accommodate else where?
+ Hacienda - entrance on Manager Rd - big signage at Donald Dr.
+ What about vehicular access to Hacienda. Would design preclude left turns into Hacienda.
+ Spur trail - add lighting + bike lanes, rather than SB of multi-use trail impacts to creek or cut into the east hill.
+ This area is slated for future dev.
Rheem Blvd
like getting rid of slip right turn.

- What about Arco cement median w/ no left turn sign but drivers take the turn anyway
- How about reducing traffic island + add a 2nd lane
- UOS @ Corliss - Ask Tom.
- Extend sidewalk to bus stop
- The light would make a huge difference for safety.
- Can we add more sticking room for left turn into St. Commons parking lot.

St Mary's Roundabout:
- much safer, less severe traffic & accidents

Extend study to Maraga Way w/ impact of roundabout @ St. Mary's

Parking - east side along picket fence. Overflow for events.
Roundabout - not good for ped. Cars don't have to stop.
Once people are familiar w/ it, it works well for safety & ped
- less conflict points.
Segment 1

- more toward Concept A
- work that needs to be done @ H.S.

- Southern segments
  - okay w/ losing me lane
  - Most important thing is multi-use-trail.

- Concept C - most important expensive
  - see pt of adding medians

- Would like the multi-use trail to Moraga Way - farmers market.

- likes path all the way on one side - shift spur trail over to west side after skate park.

- bike lanes
  - divided about medians.
1. Direction (N or S) of drop off lane
2. Where do students park?

What does "Enhanced Crosswalk" mean?

What do Class # Bike Routes mean?

Cars don't stop unless cars are made to stop

More than paint for X-Walk

Lafayette X-Walk better

In Concept A, Segment 1 - Curb Moving?

Are 11'-lanes' examples in any Larmorina?

Landscaped median not desired in front of H.S.

Diff'c bet multi-use path & sidewalk?

Why a multi-use path and Bike Route?
SPANDEX BIKERS SHOULDN'T BE ON BIKE PATH.
MUCH BETTER TO HAVE CLASS II BIKE ROUTE TO LAFAYETTE.
CLASS II BIKE RTE TO LAF. WLD MAKE MORAGA BETTER PLACE TO LIVE.
DIFFICULT TO ACCOM. CLASS II ON MORAGA Rd TO LAF
REMOVE MEDIAN - [SEVERAL TIMES] IN THIS AREA
NICE TO HAVE TREES, BUT NOT URBAN
NOT PLEASANT TO WALK ON STR WHERE POSS'L. TAKE TRAIL AWAY FROM STR, HIGHER OR LOWER OR NEAR CREEK
WLD BE NICE TO BE LIKE ST. MARY'S Rd, BUT MORAGA Rd GIANTED
FOCUS & ON WALKING PATH & BIKE LANE
PLANTED MEDIANS SLOW DOWN TRAFFIC
MEDIAN NEAR AHEEM WLD BE GOOD
LAFAYETTE LOOKS CONCRETE W/ STREETLIGHTS FOR EX.
MORAGA Rd NICE FOR VASTNESS
3. Will trees in median be tall enough to accommodate tall (safe way) trees? Like taking away 3-lane Morena Rd, freeway-like currently unpleasant lower speed limit (mixed).

2. Types of drivers - rush

**Segment 2**

Motor access - bigger "do not enter" sign. Cueing w/ driveway is a prob. No concept B or concept C.

Concern about losing traffic lane.

Emotional fear, even if not rational, about losing traffic lane.

How does width compare to Mt. Diablo Blvd? What about traffic?

Morena Rd. over-built. Doesn't want to be trapped in 1 lane. Could improve traffic flow.
**SEGMENT 3**

Widens pavement - People will go thru the roof if people's trees rem'd on east side. Tired of people dying on this stretch. Nothing more important than safety.

No bike lane, no sidewalk, no x-walk, no lighting.

Crosswalk between Devin & Corliss. "C" Pref'd x 2. (both live on common).

Bike lane for spandex not nec'y - Elimin needed for kids in path. To gain space median who be smart.

Hacienda parking on street.

Elim on street.pkvha.

Signal for Hacienda.

Entrance to Hacienda.
SEGMENT 4

CREEK ISSUES DON'T SOUND FINANCIALLY REASONABLE

PET'ING WALLS EXPENSIVE & UNAESTHETIC

IS A PATH ON THE WEST SIDE NECESSARY? SAVE & X SPEND ELSEWHERE.

MEDIAN DANGEROUS - MOTHER W/ STROLLER.

CROSSWALK DANGEROUS

ARCO - NO LEFT TURN SIGN MISSING

GET RID OF TRIANGLE - 2 LANES FOR STRAIGHT & RIGHT TURN.

PEOPLE TAKE LEFT TURN OUT OF ARCO - DESPITE MEDIAN
CORRIS
Like signal + like signals for x-walks.
Transition Trail

Skate Park parking lot
More parking area for left than cars.

St. Mary's Rd Intersection
Roundabouts safe?
Extend project to Moraga Way
Study impact to Moraga Way
What happens to parking near Commons?
As pedestrian dislike roundabouts
Good for cars but they don't have to stop
SEGMENT 1 - CONC. A

SEGMENT 2 -

WIDE RED PATH 10' wide on entire corr.

NEED work on segment 1

CONCEPT C - GEN'L but not around camp

1. SOLID TRAIL on W. side.

DIVIDED ON ES'ING.
Trail on west side - why? keep on E to Donald
Remove buffer from bike lane in B

Landscaping - too much water - median okay unboxed
Ref in B -
Buffer bike lane, don't like - plain bike lane better
Pedestrian in front of park in B, C

Continuous multi-use path

Driveways -
Cost - if town has to pay for it - choose A

Strongly for C

Young families

Trail - should be basic feature - most desired
Will eliminate median, bike lane, etc to keep trail

Corliss / Draper - maintain two lanes